

(11) groups representing the telecommunications industry; and

(12) aviation training and maintenance providers.

(f) **REVIEW AND EXAMINATION.**—Not later than 1 year after the working group is established under subsection (a), the working group shall complete a review and examination of, at a minimum—

(1) the steps that will mature AAM past initial operations;

(2) the evaluation of air traffic control and management concepts that might be considered as part of evolving AAM to higher levels of traffic density;

(3) current Federal programs and policies that could be leveraged to advance the maturation of the AAM industry;

(4) infrastructure, including aviation, surface, energy, and telecommunications infrastructure, physical security and cybersecurity, and utilities necessary to accommodate and support expanded operations of AAM after initial implementation;

(5) steps needed to ensure a robust domestic supply chain;

(6) anticipated benefits associated with AAM aircraft operations, including economic, environmental, emergency response, and transportation benefits;

(7) the interests, roles, and responsibilities of Federal, State, local, and Tribal governments affected by AAM aircraft operations; and

(8) other factors that may limit the full potential of the AAM industry, including community acceptance or restrictions of such operations.

(g) **AAM NATIONAL STRATEGY.**—Based on the review and examination performed under subsection (f), the working group shall develop an AAM National Strategy that includes—

(1) recommendations regarding the safety, security, infrastructure, air traffic concepts, and other Federal investment or actions necessary to support the evolution of early AAM to higher levels of activity and societal benefit; and

(2) a comprehensive plan detailing the roles and responsibilities of each Federal department and agency, and of State, local, and Tribal governments, necessary to facilitate implementing the recommendations developed under paragraph (1).

(h) **REPORT.**—Not later than 180 days after the completion of the review and examination performed under subsection (f), the working group shall submit to the appropriate committees of Congress a report—

(1) detailing the review and examination performed under subsection (f); and

(2) providing the AAM National Strategy, including the plan and associated recommendations, developed under subsection (g).

(i) **EVALUATION OF TERMINATION OF WORKING GROUP.**—Not later than 30 days after the date on which the working group submits the report required under subsection (h), the Secretary of Transportation shall evaluate and decide whether to terminate the working group and shall notify the appropriate committees of Congress of such decision.

(j) **DEFINITIONS.**—In this section:

(1) **ADVANCED AIR MOBILITY; AAM.**—The terms “advanced air mobility” and “AAM” mean an air transportation system that moves people and cargo between places using innovative aircraft designs (such as vertical take-off and landing (VTOL)) and new technologies (such as electric or hybrid (fuel and electric) driven propulsion), which are integrated into existing airspace operations as well as operated in local, regional, intraregional, rural, and urban environments, and which may include remotely piloted or autonomous aircraft.

(2) **APPROPRIATE COMMITTEES OF CONGRESS.**—The term “appropriate committees of Congress” means—

(A) the Committee on Commerce, Science, and Transportation of the Senate;

(B) the Committee on Armed Services of the Senate;

(C) the Committee on Appropriations of the Senate;

(D) the Committee on Transportation and Infrastructure of the House of Representatives;

(E) the Committee on Armed Services of the House of Representatives; and

(F) the Committee on Appropriations of the House of Representatives.

(3) **VERTICAL TAKE-OFF AND LANDING; VTOL.**—The terms “vertical take-off and landing” and “VTOL” mean an aircraft with lift/thrust units used to generate powered lift and control and with more than two lift/thrust units used to provide lift during vertical take-off or landing.

### SEC. 3. GAO STUDY AND REPORT.

(a) **IN GENERAL.**—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall—

(1) conduct a study on the interests, roles, and responsibilities of Federal, State, local, and Tribal governments affected by AAM aircraft and operations; and

(2) submit to the appropriate committees of Congress a report on the study, including the Comptroller General’s findings and conclusions.

(b) **REQUIREMENTS.**—In conducting the study required under subsection (a), the Comptroller General shall review the following:

(1) The state of the law as of the enactment of this Act with respect to Federal authority over operations of AAM aircraft systems in the national airspace system.

(2) The state of the law as of the enactment of this Act with respect to State, local, and Tribal authority over operations of AAM aircraft in the national airspace system.

(3) Potential gaps between authorities under paragraphs (1) and (2).

(4) Proposals to facilitate the safe and financially viable growth and development of the AAM industry and integration of AAM aircraft into the national airspace system.

Mr. SCHUMER. I ask unanimous consent that the committee-reported substitute be agreed to and that the bill, as amended, be considered read a third time.

The PRESIDING OFFICER. Without objection, it is so ordered.

The committee-reported amendment in the nature of a substitute was agreed to.

The bill, as amended, was ordered to be engrossed for a third reading and was read the third time.

Mr. SCHUMER. I know of no further debate on the bill, as amended.

The PRESIDING OFFICER. If there is no further debate, the bill having been read the third time, the question is, Shall the bill pass?

The bill (S. 516), as amended, was passed.

Mr. SCHUMER. I ask unanimous consent that the motion to reconsider be considered made and laid upon the table with no intervening action or debate.

The PRESIDING OFFICER. Without objection, it is so ordered.

### SAFE CRIBS ACT

Mr. SCHUMER. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of Calendar No. 226, S. 1259.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant legislative clerk read as follows:

A bill (S. 1259) to provide that crib bumpers shall be considered banned hazardous prod-

ucts under section 8 of the Consumer Product Safety Act, and for other purposes.

There being no objection, the Senate proceeded to consider the bill, which had been reported from the Committee on Commerce, Science, and Transportation.

Mr. SCHUMER. I ask unanimous consent that the bill be considered read a third time.

The PRESIDING OFFICER. Without objection, it is so ordered.

The bill was ordered to be engrossed for a third reading and was read the third time.

Mr. SCHUMER. I know of no further debate on the bill.

The PRESIDING OFFICER. If there is no further debate, the bill having been read the third time, the question is, Shall the bill pass?

The bill (S. 1259) was passed, as follows:

S. 1259

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

### SECTION 1. SHORT TITLE.

This Act may be cited as the “Safe Cribs Act”.

### SEC. 2. BANNING OF CRIB BUMPERS.

(a) **IN GENERAL.**—Not later than 180 days after the date of enactment of this Act, crib bumpers, regardless of the date of manufacture, shall be considered a banned hazardous product under section 8 of the Consumer Product Safety Act (15 U.S.C. 2057).

(b) **CRIB BUMPER DEFINED.**—In this section, the term “crib bumper”—

(1) means any material that is intended to cover the sides of a crib to prevent injury to any crib occupant from impacts against the side of a crib or to prevent partial or complete access to any openings in the sides of a crib to prevent a crib occupant from getting any part of the body entrapped in any opening;

(2) includes a padded crib bumper, a supported and unsupported vinyl bumper guard, and vertical crib slat covers; and

(3) does not include a non-padded mesh crib liner.

Mr. SCHUMER. I ask unanimous consent that the motion to reconsider be considered made and laid upon the table with no intervening action or debate.

The PRESIDING OFFICER. Without objection, it is so ordered.

### SUPPORTING FAMILIES OF THE FALLEN ACT

Mr. SCHUMER. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of Calendar No. 290, S. 2794.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant legislative clerk read as follows:

A bill (S. 2794) to amend title 38, United States Code, to increase automatic maximum coverage under the Servicemembers’ Group Life Insurance program and the Veterans’ Group Life Insurance program, and for other purposes.

There being no objection, the Senate proceeded to consider the bill, which had been reported from the Committee on Veterans’ Affairs.